



Minnesota Transportation Museum

MINNEGAZETTE

May/June 1985

History Is For Sharing

These pages have chronicled the Museum's members and their activities, and they will continue that. MTM's purpose is to interpret history, not just rolling stock but the people who created it and their times. Photographs tell this story, and they can be found at the Minnesota Historical Society and in countless private collections. The Minnegazette is searching for this material, and will carry the best finds in each issue.

Hidden in an attic out there is a snapshot of The Milwaukee Road's first "Hiawatha" breezing by Merriam Park. Someone has action shots along TCL's Lake Minnetonka Division or St Paul Southern's line to Hastings. Someone's grandfather had pictures of a daisy picker excursion in the dim past that would make fine viewing today. Where are these pictures, and what does it take for all of us to enjoy them?

For this issue, **Peg Thompkins** and **John Winter** rifled through their hall closets to share Minneapolis & St Louis action that many members are too young to have seen. The back page

photo of Mr Dan Patch and his private car came from a previously uncataloged glass plate by the Hibbard Studio. There is more where this came from. What goodies are buried in your steamer trunk?



Minnesota Railfans Association special to New Ulm crosses the M&StL Cottonwood River bridge in May, 1954.

About The Cover

For those growing up in the 1950's, beauty was a '55 Lincoln, Annette Funicello, and an Electro-Motive F unit. New F-7's await orders at the Cedar Lake Shops of the Minneapolis & St Louis Railway in Minneapolis. The color scheme was pale yellow, lime green, and red wings around the nose. **M&StL Photo Courtesy of Peg Thompkins.**

Calendar of Events

The excursion schedule is subject to changes due to the status of Museum equipment and the requirements of the host railroads. Reservation flyers will be mailed with the Minnegazette or separately. Watch this column.

May 28: General membership meeting, Prudential Life Insurance Co., Minneapolis.

June 21-23: Stockyard Days, New Brighton.

July 19-21: Stillwater Lumberjack Days. Outbound trip open to public.

July 12-15: Diesel-powered excursion to Thornton, Iowa, via Chicago & North Western. (Tentative)

July 23: General membership meeting, Northwestern National Life, Washington & Nicollet, Minneapolis.

July 27: Anderson Company Picnic, Bayport.

July 28: Excursions on MTM's Stillwater line and return to St Paul.

Aug 7: Excursion to Hudson, WI, for Great Northern Historical Society.

Sept 7-8: Renaissance Festival excursion.

Sept 20-22: Stillwater excursions. Outbound trip open to public.

Sept 24: General membership meeting, Jackson Street Roundhouse, St Paul. Bring lawn chair.

Sept 28-29: Excursions on MTM's Stillwater line. Return trip open to public.

Oct 12: Fall color excursion to Hudson.

Nov 26: Annual membership meeting and election of officers for 1986, National Guard Auditorium, Fort Snelling.

Next Membership Meeting

The next MTM General Membership Meeting will be held **May 28, 1985, 7:30 p.m.**, at the Prudential Life Insurance Company, near U.S. Highway 12 and Wirth Parkway, Minneapolis.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

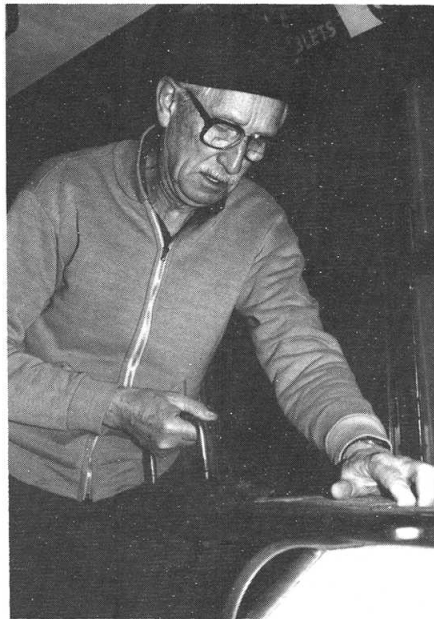
Bill Graham, Minnegazette
5818 Knox Avenue South
Minneapolis, MN 55419

Membership Nears 800

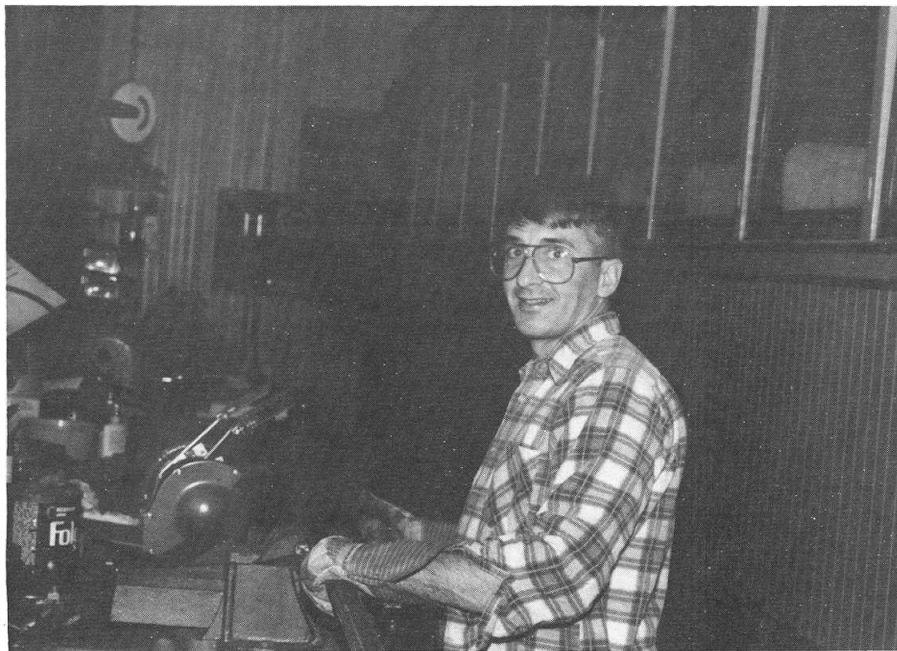
For the first time in MTM's 24-year history, membership totaled 779 on April 13, almost 200 of whom live outside Minnesota. A letter was mailed to 201 late renewing members, from whom 80 renewals were received before the final deadline. Also, 120 phone calls were made the weekend of April 12, of whom about 75 members said they would renew promptly.

A reasonable estimate would be about 725 paid-up members by the mailing of the May-June Minnegazette. The 1985 Membership Directory is included with this issue. Members renewing subsequently will be included in a supplement to the Directory to be issued in September. Many thanks to every 1985 member for a dedicated response.

Raymond R Benson
Sr Membership Secretary



Larry Schreiber repairs rear door leaf from TCRT 1300.



Scott Wardrope welds carbarn electrification.

Chisago Railroad Days May 27

The Chisago County Historical Society will sponsor Railroad Days May 27 at the Iron Horse Farm, five miles south of Lindstrom on County Road 85. The Farm stables some of the Dresser Trap Rock tank engines. MTM'ers are invited to attend in uniform.

July/August Minnegazette Deadline June 12

Please send stories and photos for the July/August **Minnegazette** to the Editor by June 12, 1985.

Long Range Planning Committee Organized

The Executive Council of the Board has organized this committee with Executive **VP Gene Corbey** as an ex-officio member. The committee will consider items submitted to it by the Executive Council and also concerns of its own. It will recommend actions to the Board based on its discussions.

This year's committee consists of the following members: **Mike Buck, Tom Dethmers, Ward Gilkerson, Wendell Gilkerson, Roy Harvey, Scott Heiderich, Mike Mazzitello, Judy Sandberg and Clark Webster.**

The following will be among the topics considered:

a. Five year plans for the Como-Harriet Streetcar Line, the Stillwater site, the Jackson Street Roundhouse, and the Railroad Division's mainline excursion program.

b. Future leadership of the Museum, including changes and additions to the Board position descriptions and the possibility of paid employees such as an executive director.

As a member, you are invited to share your thoughts about the future of MTM with the committee. Your input is a necessary part of recommendations to the Executive Council and the Board. We will keep you informed of our discussions so that you can contribute.

Scott Heiderich, Chair Long Range Planning Committee

ELECTRIC RAILWAYS OF MINNESOTA Available To Members

If you are a new member and have not yet obtained your copy of this excellent 560-page book by **Russell L Olson**, it is available at the member's discounted price of \$25. The book contains thorough text and hundreds of photographs of every electric rail operation in the State. Contact **George Isaacs** (484-7512) for your copy.

Notice Of 1985 CHSL Operator Recertification

All 1984 certified operators at the Como-Harriet Streetcar Line who wish to participate during the 1985 season **MUST REPORT FOR RECERTIFICATION** on one of the three dates listed below between the hours of 5:30 to 7:30 p.m.:

Thursday, May 16

Friday, May 17

Saturday, May 18

Please report to the 42nd Street platform, not to the car barn area, and plan to spend 30-40 minutes.

We emphasize that your attendance on one of these dates is most crucial to a uniform, safe operation of the cars at Lake Harriet. At this meeting you will:

1. Review skills in car operation. We will attempt to have both 265 and 1300 available for your use.
2. Receive an operational updating of policies and procedures for the 1985 season.
3. Have an opportunity to ask questions about any aspect of our operations, with the understanding you will receive answers.
4. Foremen will receive important update information about the new "ready barn" and operation of the new overhead power feed. You also will be instructed on new procedures for pulling cars in and out of the new ready barn.

Mark your calendars now **BOLDLY**. Set aside one of these dates for your recertification. You need to be there. If you need transportation to the site, contact me or **Don Westley**. We'll help if we can.

Our success as a division and as a historic operating site is measured by your commitment to be fully knowledgeable in all phases of our operation. A crucial phase is the safe, courteous, efficient and fun operation of the streetcars at Lake Harriet. We want you! Let's see you on one of the three dates listed. Thank you!

Mike Buck

Supt for Training & Safety Como-Harriet Streetcar Line



Roy Harvey and Walt Strobel hang overhead sections in MTM's new Linden Hills Car barn.



On April 10, Duluth Street Railway No 78 and its Belgian power truck were moved outside new Linden Hills car barn, for overhead installation work.



Hudson Leighton, Gordon and Tpm Dethmers clean out crossing on MTM's Stillwater line, April 7, 1985. Bill Graham Photos



Pete Brescancini welds on cast iron journal box from NP 328's pilot truck, at Minnesota Transfer Roundhouse on March 30th. Jeff Garry Photo.

Railroad Division Report

The 1985 operating schedule has been confirmed, but may be subject to change.

Coaches 1096 and 1097 have been sent out for body work and paint. Coach 598 is being worked on inside and out in preparation for paint.

Engine 328 is having its pilot and tender trucks rebuilt, some new arch brick, and a general clean up. We hope it will be ready for our first scheduled excursion on May 11. We have suspended work on NP 2156 for now, due to the press of other projects.

So far, nine loads of rails, donated by Northern States Power Company from the Alan S King Plant at Bayport, have been moved to our siding at Summit.

Arrangements are underway to bring the former CB&Q doodlebug car from Michigan. It will need careful inspection and lubrication for shipment, and some repair before it can operate at Stillwater. Our thanks to Burlington Northern for the donation of a set of batteries for the doodlebug. This saves us a considerable cost and helps to get the car ready for service.

We need help: car and platform attendants and help at Minnehaha Depot. We are hoping to have a train of 400 capacity for this summer. If you can help, please call **Dave Fritz** at 291-1237, or **Jeff Haviland** at 545-9289. We also need help at the roundhouse to get our equipment ready for the season.

If the Thornton, Iowa, excursion materializes on July 12-15, we will need lots of help. Please think about blocking out some time, and let us know when you will be available.

Bernie Braun
VP/Railroad Division

Grant Writers Needed

The University Of Minnesota will hold a grant-writing seminar this spring. MTM needs a volunteer from each division to attend the seminar, to sharpen our skills at fund raising. Please contact **Gene Corbey** if you would like to attend on behalf of the Museum.

Minnegazette Mailers Manhandle Material

For some years, a commercial mailing house stuffed and posted the Minnegazette. Sometimes it arrived at members' doors late, and fees were high.

Enter **Ray** and **Margaret Bensen**, who organized mailing parties of volunteer members in their home, starting in 1981. Ray has carried on alone after Margaret's sad passing. Every two months, Ray gets together a group of four to seven members who spend the evening stuffing Minnegazettes and flyers into envelopes, applying address labels, and sorting by Zip Code. He even provides treats for the exhausted crew, but only after they have finished their work. The next day, Ray hauls the mountain of paper to the Post Office.

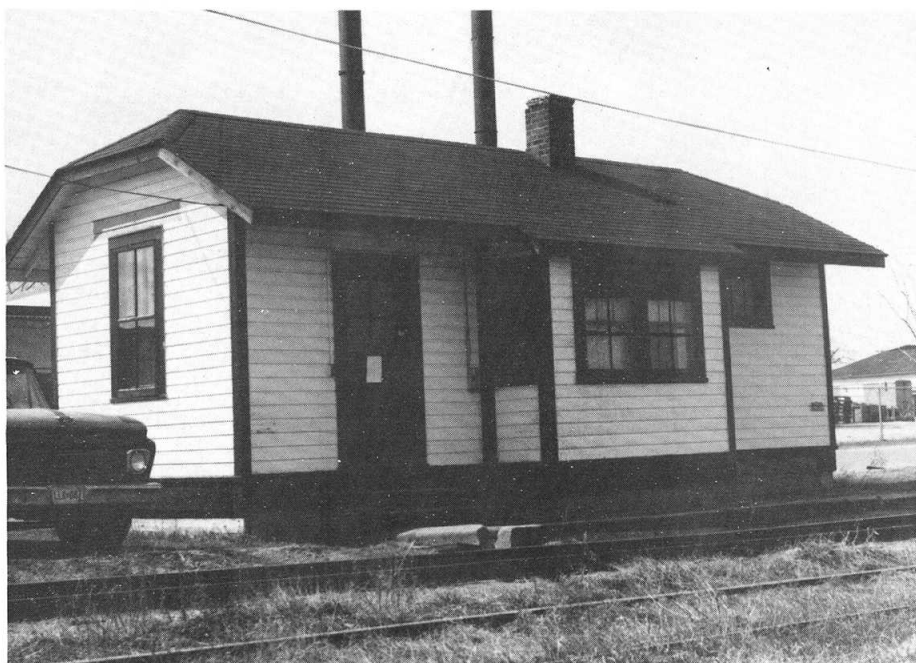
Bill Cordes plays a big part by maintaining a complete membership listing in his home computer, and by running off address labels for each mailing. Ray and Bill talk regularly to keep the membership and address list current.

Our sincerest thanks to these members for their fine help: **Larry Beyer, Ann and Bob Butler, Harold Dalland, Phil Epstein, Jack and Ione Gordon, Bill Graham, Roy Harvey, Sharon Huikko, Ted Kane, Jim Muecke, Fred Rhodes, Terry Warner, Mike Miller** and the late **Guss Jesson**.



Correction

Last month's story on the Jackson Street Shops neglected to mention that **Tom Diamond** did much of the research. Tom's brothers, **David** and **Grover Diamond**, prepared graphics for the Jackson Street Restoration Funding Proposal. **Lyle Vogt** built a scale model of the proposed restoration, used in presentations to potential funding organizations. We regret the oversight.



The former Milwaukee Road depot at Bayport, MN, has been offered to MTM for Stillwater Site.
Bill Graham Photo.



NP 328 nears Duluth Junction on MTM's Stillwater line, October, 1984.
Aaron Isaacs Photo.



An Erie Mining Railroad train gives F-units a work out near the Reserve Mining Railroad crossing, 15 miles east of Hoyt Lakes, MN, in July, 1983. Steve Glischinski Photo.

Observations

-- Steve Glischinski

(Editors Note: Steve is a published author and photographer on railroad subjects, and an MTM member. He has offered to write a regular column for the Minnegazette on current railroad topics. Thanks, Steve!)

Minnesota's Erie Railroad

Each spring along the North Shore a renaissance takes place. Like the land that surrounds them, the railroads of the region find a new life as the snows retreat. For the hard-pressed mining railroads of northern Minnesota, the new shipping season on Lake Superior means increased traffic to meet the needs of the steel mills in the East. For those interested in railroads and the locomotives that power them, the 74-mile Erie Mining Company Railroad holds a special fascination.

Erie's line was built in the 1950's to connect its mine and processing plant at Hoyt Lakes to the ore dock at Taconite Harbor, where the taconite ore is loaded into boats. What makes Erie's trains unique are their locomotives: a fleet of eleven F-9's (five A's and six B's) constructed in 1956, among the last F-units built. Today, Erie offers a scene virtually gone from Class One railroads: a matched A-B-B-A set of F-units lugging 100 ore cars from plant to dock.

Road access to the railroad is severely limited, with only a few grade crossings. At Taconite Harbor, the railroad crosses U.S. Highway 61 three times, and a gravel county road follows the line as it climbs uphill from Lake Superior. About eleven miles from the Harbor, the railroad passes through Cramer Tunnel, one of only two active railroad tunnels in the State, the other being BN's short tunnel in St Paul. The DW&P's tunnel near Duluth now is abandoned. Cramer Tunnel can be reached with a short walk from the county road that follows the line from Taconite Harbor.

Erie always puts the F's on the head end of power sets, but sometimes intermixes them with one of their two GP38's or their fleet of Alco C420's and RS11's. These are the last Alco's in the north country, with the 1983 departure of the DW&P's RS11's to the Central Vermont. For switching, Erie draws from a fleet of eight Baldwin S12's, but with the downturn in steel, these units are stored.

Operations on the Erie in recent years have seen one to three trains operated six days per week, with one day taken for maintenance. In 1984, Monday was maintenance day. A trip from Hoyt Lakes to Taconite Harbor takes about three hours, and the return empty usually is a little faster. Thanks to a unique unloading system using tires mounted on the sides of the cars, a 110-car train can unload while moving in about ten minutes! Erie's railroad is well worth visiting if you plan a trip to the North Shore this year. Only Kansas City Southern and VIA Rail Canada can put together matched sets of F's to equal Erie's.

Milwaukee After Merger

As of April, Milwaukee Road operations continue largely unchanged despite the Soo Line merger, although this is expected to change soon. The Soo has set up a planning committee from both roads to study operations and recommend changes for coordination and efficiency. Milwaukee Road operations already are controlled by officers from Soo as regards exchange of diesel units between the two roads. Ten Milwaukee Road SD40-2's have been sent to the Soo, all of which are in Milwaukee's new "running Indian" paint scheme. As of April 15, Soo will send three GP38's to the Milwaukee, which in turn will send two GP40's and an MP15 to the Soo. These units are intended to "show the flag" of the merged roads to the employees and shippers. The Soo also has run a few potash trains through from Canada to Chicago with Soo power over the Milwaukee mainline. Look for more changes on The Milwaukee Road this summer.

Short Items

Soo's line from Remer to Kettle River, MN, part of its Bemidji-Superior route, will be abandoned effective April 22. The Soo will utilize trackage rights over the BN, former Great Northern, main from Bemidji to Saunders Tower in Superior . . . BN GP30's have been much in evidence on secondary trains

in the Twin Cities area, while F45's are getting scarcer with retirements . . . CNW has purchased many of BN's elderly SD45's, and runs matched sets of them still in green between Waseca and Winona . . . CNW's inspection train with the Presidential F-units is scheduled to visit the Twin Cities April 30.

MTM's Golden "Gopher" --

From The Golden Age

The Museum recently acquired the office car "Gopher", which will be one of the outstanding antiques in our collection. It is a wooden car, apparently dating from around 1900, and apparently built by Barney & Smith Car Company of Dayton, OH. Its history before 1926 remains a mystery. While the exterior has been modernized with steel sheathing, the interior remains largely in original, intact and beautiful condition. From front to rear, "Gopher" holds a blind front vestibule, a diningroom seating eight with sideboard and writing desk, a galley and pantry, and a bedroom with berths for crew. Next is a shower entering from the corridor, and a master bedroom with attached tub bath. The observation saloon has two permanent folding couches with upper berths, and room for about four loose chairs.

The following information comes from several sources, including a biography of **Win Stephens Sr** by **L E Leipold**.

Recent History

In the era of World War I, Mr Stephens and Harry Pence were partners in the Minneapolis, Northfield & Southern Railway and a local automobile dealership. They planned to bring automobiles from Detroit to the Twin Cities over their own railroad, and to distribute them around the region. To do this, they planned to acquire the Green Bay & Western Railroad, and to build a new connection from it to their own MN&S. The partners pioneered the concept of shipping autos stacked on flatcars with special scaffolding. The idea matured decades later in the modern auto rack car.

It turned out that the Green Bay & Western could not be had, and plans changed. However, while on a business trip to Green Bay in 1926, Stephens spotted an office car in the GB&W yard, owned by the Alger Smith Lumber Company. It caught his imagination, and he bought it for the MN&S, naming it "Gopher."

Stephens made several trips aboard "Gopher", to New Orleans and the West Coast, as well as fishing and hunting trips to northern Minnesota and the Dakotas. In 1927, he shopped the car for up-dating. This apparently is the source of the steel sheathing and the initials "GN Ry" on some castings.



Minneapolis, Northfield & Southern Railway Office Car "Gopher" in service, possibly taken in the 1930's.

Photo Courtesy of Patrick O McLaughlin from Collection of W C Whittaker.

"Gopher" was stabled at the MN&S as the road's business car until the mid-1950's, when it was retired from active service. It remained on the roster, however, moved to a lake lot near Walker, MN, as a summer retreat for officials and guests. It was heated, protected, and thankfully preserved in near original condition. MTM acquired the car from Soo Line, who had acquired it with the MN&S in 1983. "Gopher" now resides at the Minnesota Transfer roundhouse in St Paul, awaiting restoration.

The "Pheasant" Connection

Leipold reports that Pence was tremendously impressed with "Gopher", and decided to have an office car of his own. Soon after "Gopher" arrived on the MN&S, Pence ordered the construction of a car he named "Pheasant", which was to be the last word in modern luxury. Pence used "Pheasant" for several years before selling it to Alfred P Sloan of General Motors Corporation. It served as GM's business car until 1938, when it was sold to the Northern Pacific, ending its days as a superintendent's car in the West. Today, the carbody of "Pheasant" rests on Dakota County Park District land. MTM has obtained the right to remove parts from it before it is scrapped.

"Gopher" Restoration

Original undercarriage equipment and trucks are missing, and the Museum will have to find replacements. The interior needs some refurbishment of woodwork and upholstery, and some replacement furniture of appropriate vintage.

The exterior poses a greater challenge. The steel skin obviously was added over the original wainscoting. The windows have an upper sash covered by the sheathing but visible from the inside. Unless pre-1926 photos of the car can be found, we will have to rely on detective work and guesses to learn the original appearance. Removing the sheathing may reveal paint schemes and insignia that would tell something of the car's history.

Members are invited to help piece together the history of this unique car. If you have an idea you want to follow up, please contact **Bernie Braun** or the **Minnegazette**.

The Minneapolis & St. Louis Railway

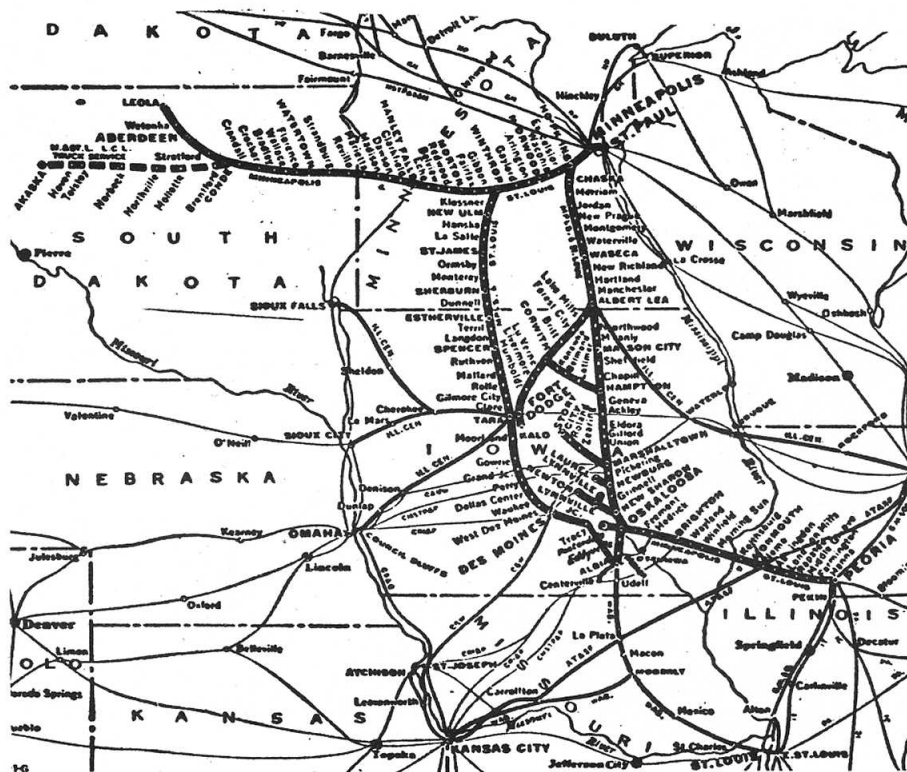


To its friends, it was "the Louie" or more formally, the M&StL (pronounced M and Saint L), one of the early granger roads, built and operated with little pretense. The Louie eschewed fancy motive power and passenger trains, and more than once fought its way out of bankruptcy. The great railroad manager Lucian C Sprague rescued the Louie from near oblivion, and tried to merge it with the Toledo, Peoria & Western in 1956, before selling the road to the Chicago & North Western in 1960.

The City of St Louis Park took its name from the Louie. Parts of its lines were taken over by Twin City Rapid Transit for its Lake Minnetonka Division. Decades later, the mainline from Minneapolis to Lake Minnetonka was bought by Hennepin County for yet another rapid transit project. A complete history of the road can be found in a book entitled **MILEPOSTS ON THE PRAIRIE**.

As late as November, 1960, M&StL operated Trains 13-14 as maids of all work between Minneapolis and Watertown, SD, serving St Louis Park, Hopkins, Deephaven, Excelsior, Victoria and Norwood. Gas-electric or "doodlebug" cars handled assorted passengers, freight and express. Dedicated railfans could board at Great Northern Station in Minneapolis at 10:30 p.m., catching the return trip at Winthrop in the wee hours, and arriving back in Minneapolis at 6:15 a.m. **John Winter** took these photos on a summer's night and early morning in 1959. John hired out as an M&StL brakeman soon thereafter.

**THE
PEORIA
GATEWAY**





Train 13 readies for departure from Great Northern Station Minneapolis, headed by doodlebug GE-28.



Conductor Clarence Hassinger and railfan Mike McLaughlin pass the time aboard the GE-28 enroute to Winthrop



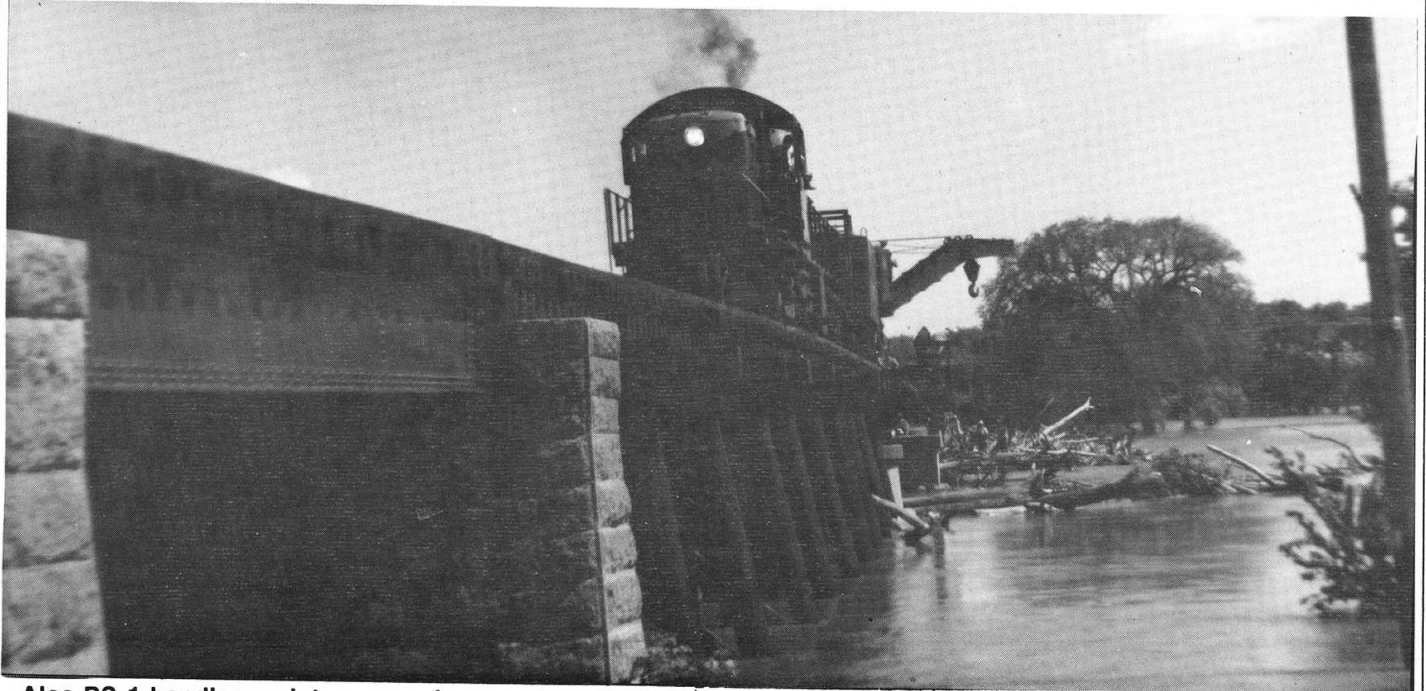
In a scene from the past, a baggage man sits amidst his charges aboard the GE-28, enroute to Watertown.



Next morning on the return trip, GE-27 stops at Excelsior at 5:15 a.m.



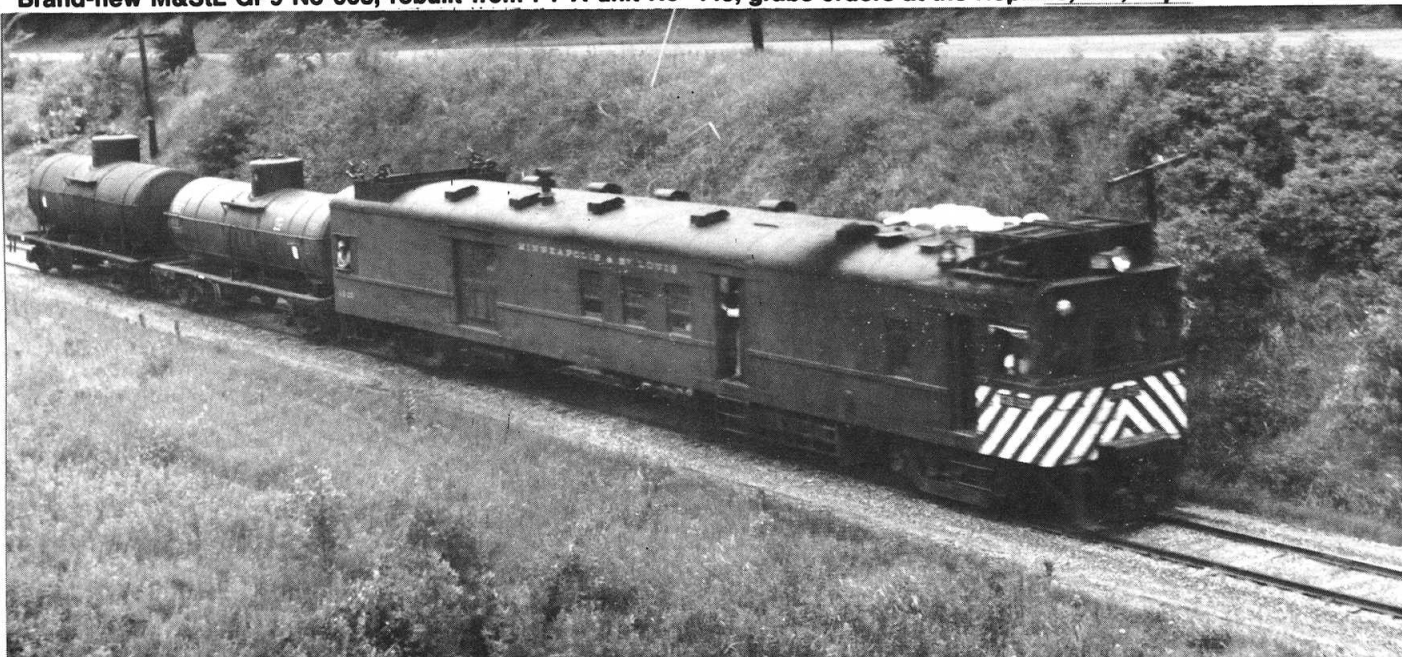
Train 14 with GE-27 on the point leaves Deephaven and parallels Minnetonka Boulevard before passing under Vine Hill Road, enroute to Minneapolis.



Alco RS-1 handles maintenance of way train on Carver trestle over Minnesota River, removing snags during spring floods in 1956.



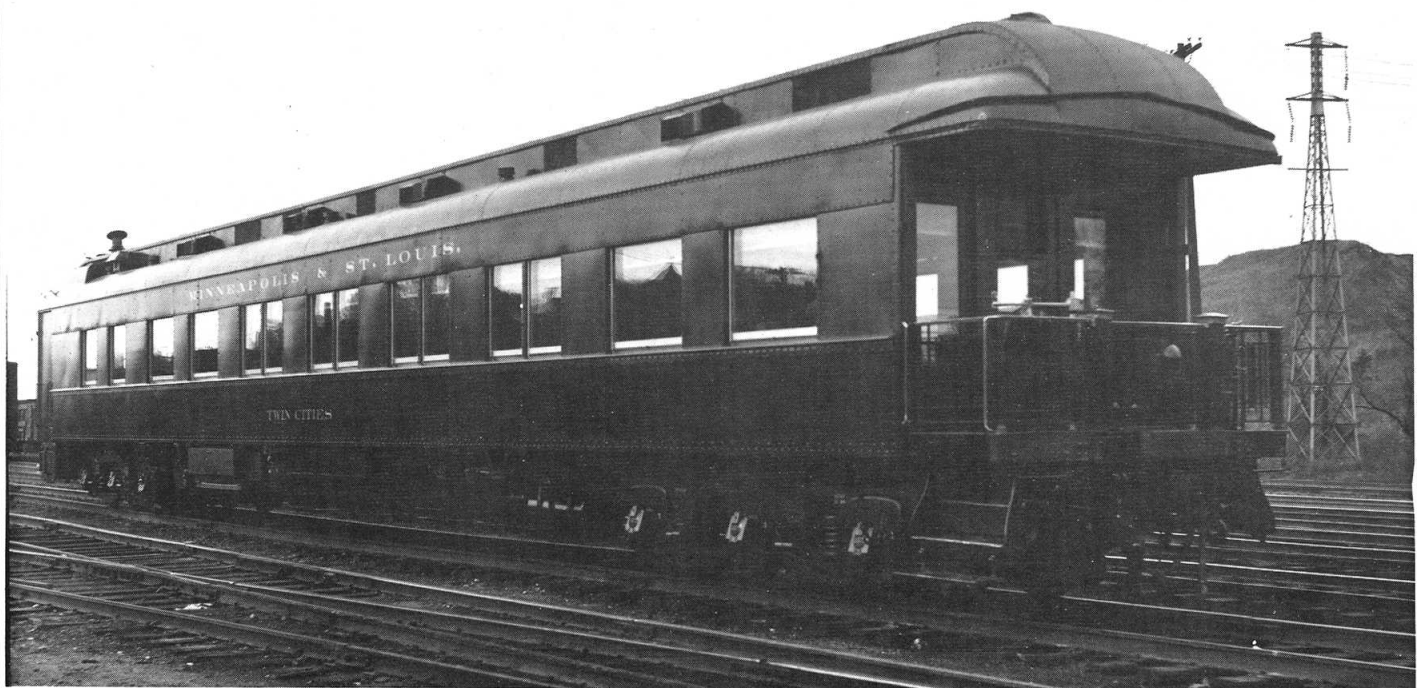
Brand-new M&StL GP9 No 603, rebuilt from FT A-unit No 445, grabs orders at the Hopkins, MN, depot.



Unlike its sisters to which passenger compartments were added in 1958, the GE-25 remained in its original RPO-Baggage configuration, shown here towing tank cars in weed spraying service at Vine Hill Road, Deephaven.



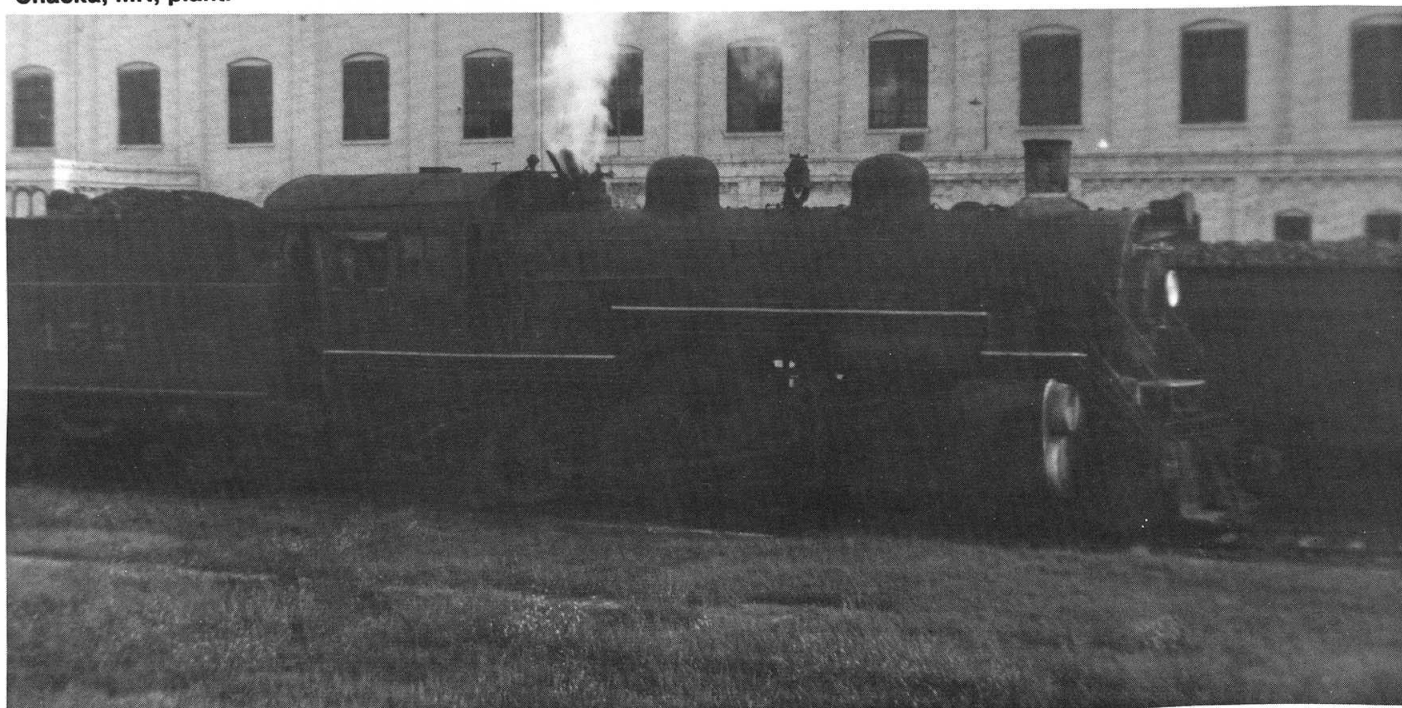
An F-7 leads GP's through Hopkins in 1959.



M&StL Office Car "Twin Cities" is spotted at Cedar Lake Yards, Minneapolis. Built in 1916 by Pullman for Western Union Company, the car still exists in a private collection. M&StL Photo Courtesy of Peg Thompkins.



The American Crystal Sugar Corporation bought M&StL No. 452, a Class H-5-38 Consolidation, to switch beet cars at its Chaska, MN, plant.



An 1912 Alco graduate, No. 452 remained in sugar plant service until 1959, when she was condemned and scrapped. A sister engine, No. 471, remains in existence in the collection of Don Lind.

All Photos From John T Winter Collection.



On a July day in 1904, Mr Dan Patch himself poses with his grooms and private car, an elderly but well-preserved Omaha Road baggage car, at the stables in Savage, MN. Hibbard Studios Photo
 Courtesy of Minnesota Historical Society.

MTM Membership Application

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE membership (\$10 per year).

All members receive the bi-monthly **Minnegazette** magazines at their homes.

- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**
 P.O. Box 1300, Hopkins, MN 55343

STEAM IS BACK 328



COME RIDE WITH US New Brighton Stockyard Days

Steam Locomotive NP 328 returns once again to New Brighton for the annual Stockyard Days celebration. Come and ride with us behind an 80 year old locomotive. Trains leave hourly from the Fifth Street Cul-de-Sac in New Brighton. Bring the whole family. There will be lots to do and see there.

Saturday, June 22

9:00 A.M. to 7:00 P.M.

Sunday, June 23

9:00 A.M. to 5:00 P.M.

Adults \$4.00

**Children \$2.00
(12 & Under)**

Babes in arms Free



MINNESOTA TRANSPORTATION MUSEUM, INC.

Accredited by the Minnesota Historical Society



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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